

Fig. 1

90

Freeze frame trouble code:	35830	(PID 01/02)
Fuel system status:	512	(PID 01/03)
Calculated load value:	30	(PID 01/04)
Engine coolant temp:	199 degF	(PID 01/05)
Short term fuel trim bank 1:	128	(PID 01/06)
Fuel pressure gauge:	936	(PID 01/0a)
Intake manifold pressure:	54 KPa	(PID 01/0b)
Engine speed:	1562 RPM	(PID 01/0c)
Vehicle speed:	0 MPH	(PID 01/0d)
Ignition timing (ATDC):	19 deg	(PID 01/0e)
Intake air temp:	100 degF	(PID 01/0f)
Air flow rate:	6400	(PID 01/10)
Commanded sec. air status:	68	(PID 01/12)
O2 sensor location:	3	(PID 01/13)
O2 data bank 1 sensor 1:	6400	(PID 01/14)
O2 data bank 2 sensor 4:	0	(PID 01/1b)

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Fig. 2

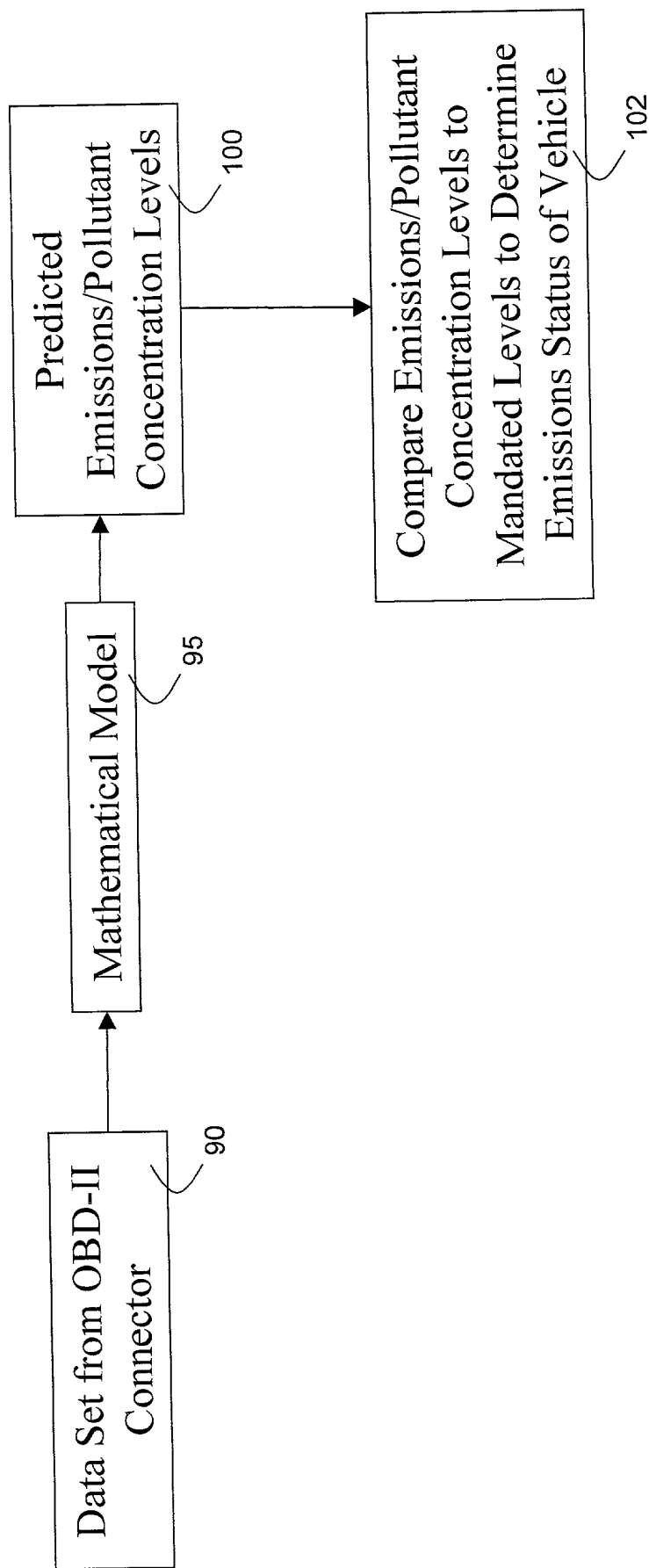


Fig. 3

FIG. 4 is a block diagram of a vehicle system 35, including an OBD-II system 100 and an OBD-II connector 120. The OBD-II system 100 includes an antenna 108, a power supply 105, a data processor 104, a wireless transmitter 106, and an OBD-II interface 102. The OBD-II connector 120 is connected to the OBD-II system 100 and the OBD-II interface 102. The OBD-II system 100 is further connected to an OBD-II system 100, which includes an OBD-II system 121a, an ECU system 125a, an ECM/PCM 130, and an OBD bus 133. The OBD-II system 100 is also connected to an OBD-II system 121b, an ECU system 125b, an ECM/PCM 130, and an OBD bus 133. The OBD-II system 100 is connected to the OBD-II connector 120 via the OBD-II interface 102.

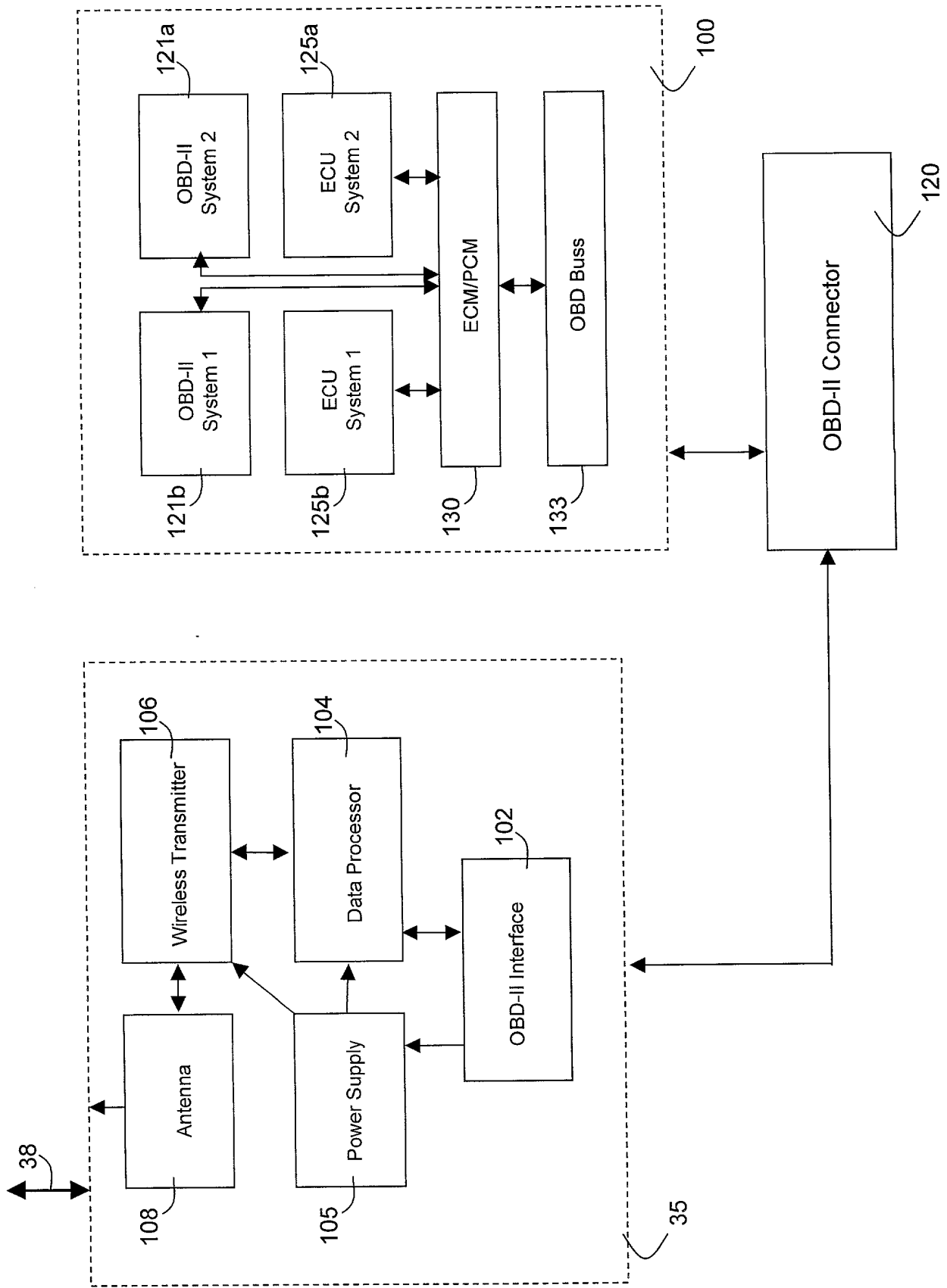


Fig. 4

FIG. 5 is a schematic diagram of a system 200 for monitoring a process. The system 200 includes a process 210, a sensor 211, a controller 220, and a display 225. The process 210 is connected to the sensor 211, which is connected to the controller 220. The controller 220 is connected to the display 225. The system 200 is configured to monitor the process 210 and provide feedback to the controller 220.

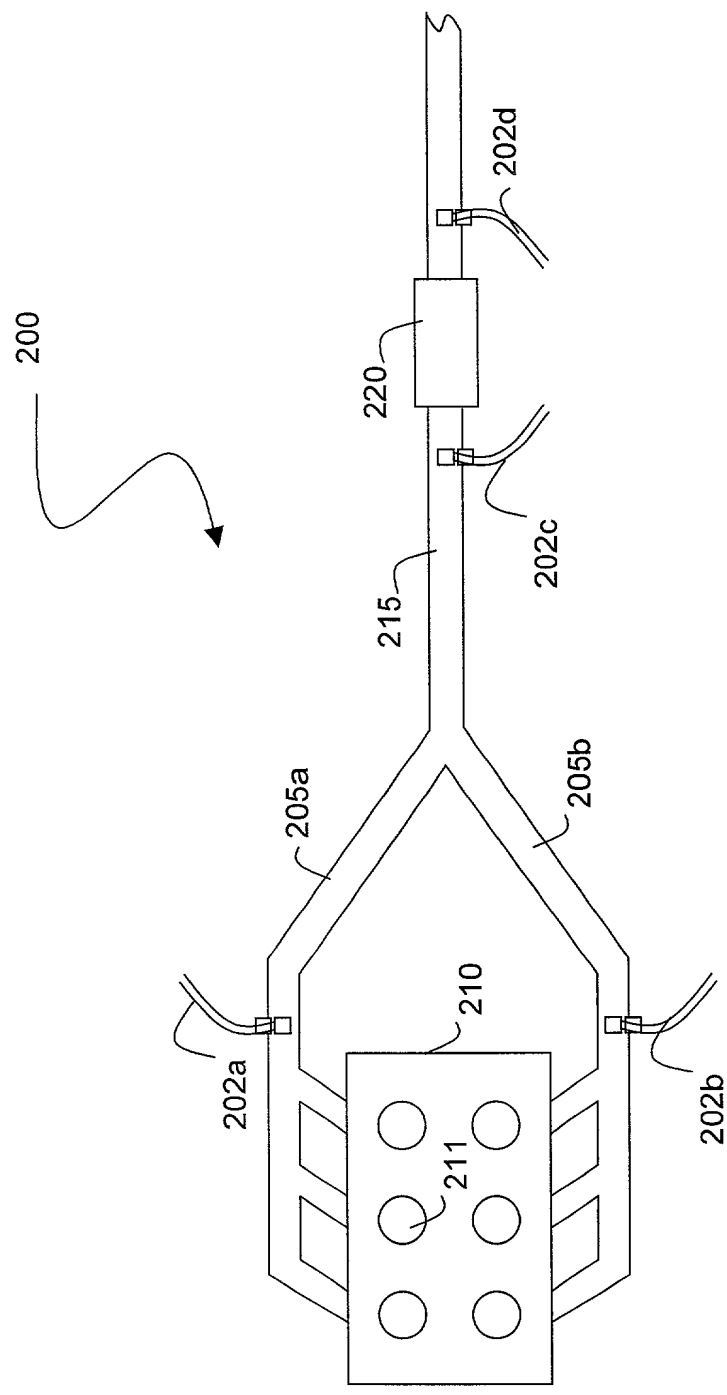
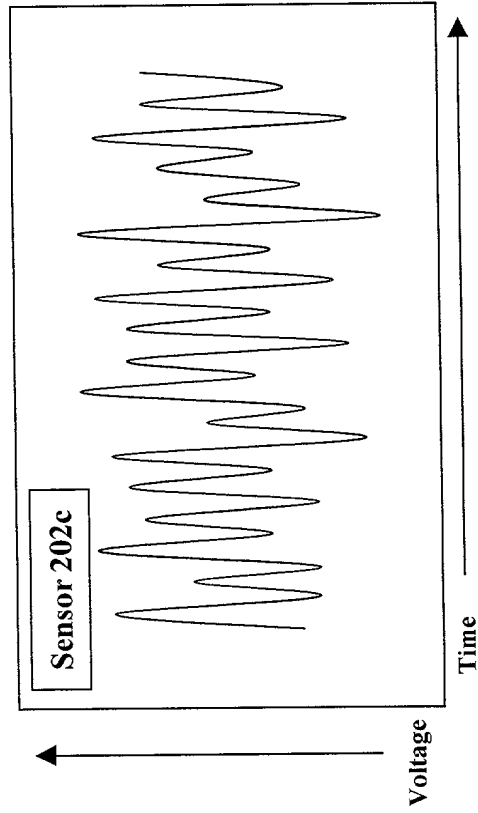


Fig. 5

'Good' Catalyst

Fig. 6A



'Bad' Catalyst

Fig. 6C

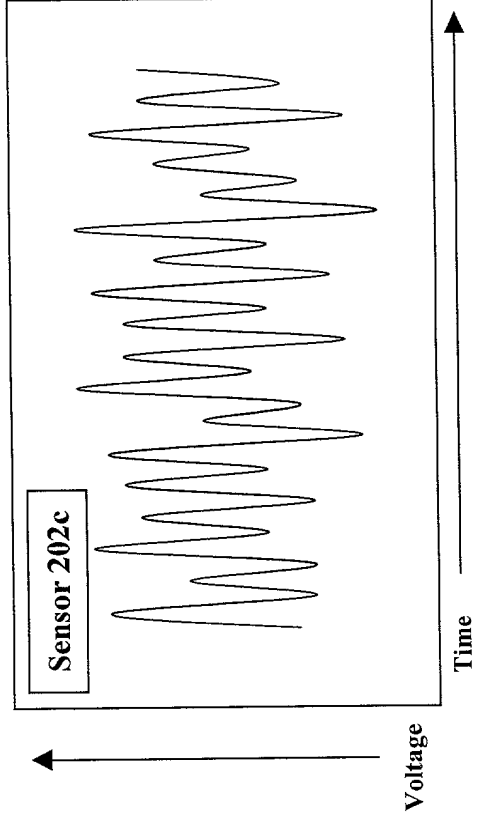


Fig. 6B

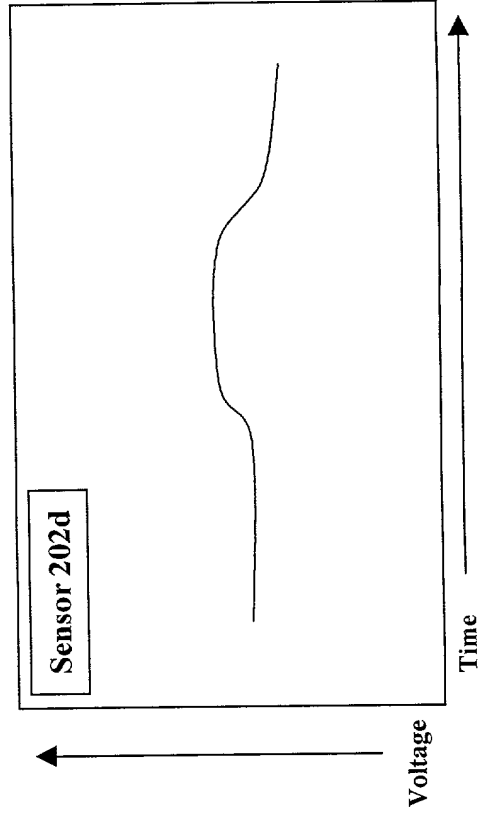
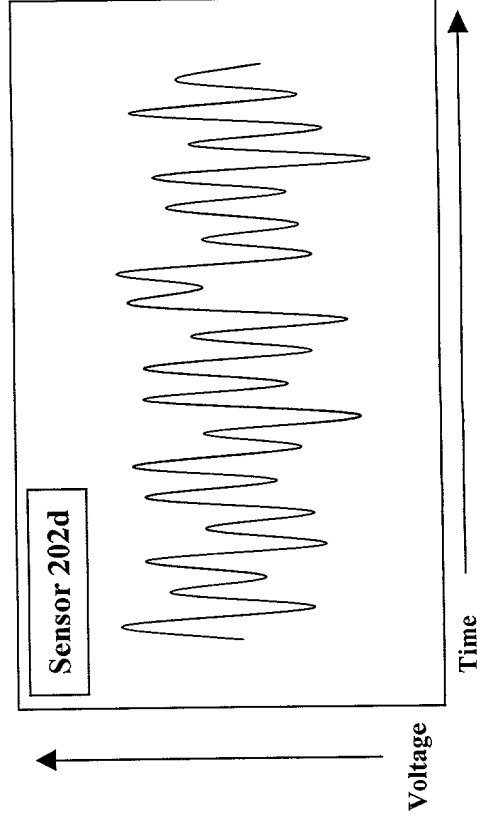


Fig. 6D



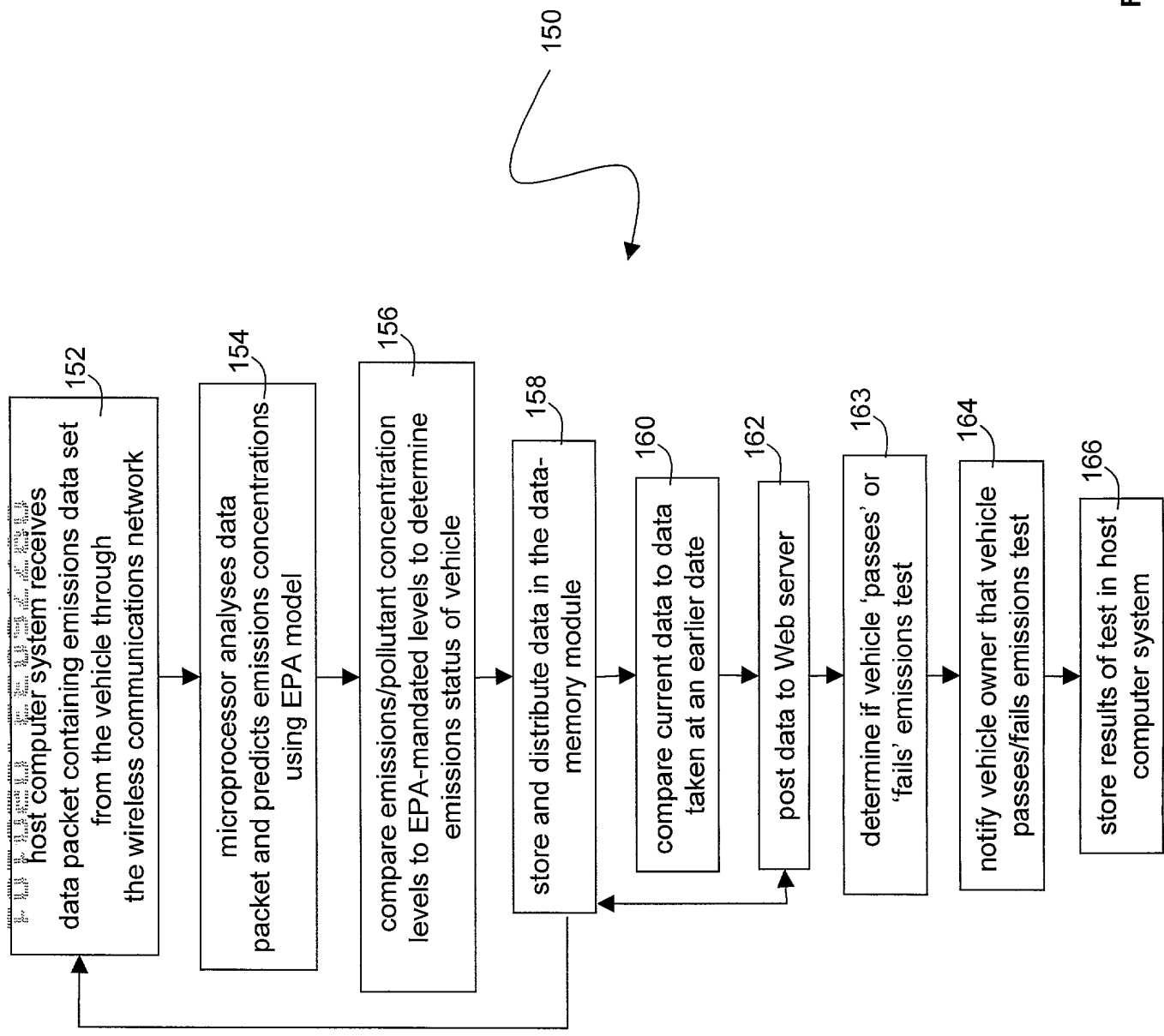


Fig. 7